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YUGOSLAV RAILROADS EXPAND

RAILROAD ECONOMY UNDERGOES CHANGES -- Borba, No 198, 21 Aug 49

Yugoslavia had 10,296 kilometers of railroad in 1946. More railroad mileage has been built during the first 2 years of the Five-Year Plan than hetween 1930 and 1941.

The new lines include the Samac-Sarajevo, Niksic-Titograd, Kucevo-Brodice. Bihac-Knin, Sezana-Dutovlje, Sabac-Koviljaca, and Bosut-Bijeljina lines.

Rolling Stock Index (1930 = 100): 1938 1941 80.6 70.5 Number of locomotives Number of freight cars Number of passenger cars Traffic Index (1930 = 100): 1938 1946 1949 Fraight (in tons) Passengers 121 166.0 309.9

The triffic increase over 1939, by types of freight, is as follows (in percent):

Coal 184 152 Ores 156 Metallurgical products 170 Lumber and wood products Cement and gypsum 303 Other building material Grain and grain products Sugar beets 169 Other consumer goods

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Railroad Index (1933 = 100):	1948	1949
Transportation of freight (in tons)	175	252
Transportation of freight (in cars)	1.63	184
Average haul of freight (in km)	104	90
Average haul of passengers (in km)	83	74.5
Number of passengers carried	260	300
Load of freight cars per axle (in tons)	125	139
Car turnaround time	60	50
Average weight of trains (in tons)	125	129

The productivity of railroad workers, as compared with the prewar period, rose 25 percent in 1940 and 33 percent in 1949.

During the first half of 1949, about 20 percent of the freight cars, about 30 percent of the locomotives, and about 10 percent of the freight-loading personnel were idle. This resulted from miscellaneous cases of poor organization and planning, inefficiency, and lack of perts. Consequently, the railroads failed to fulfill 29 percent of the plan for the first half of 1949. As Yugoslav factories cannot build new passenger cars in sufficient quantities, and as large-scale purchases of freight cars and locomotives abroad cannot be counted upon, full utilization of existing equipment is essential.

IUPOGIAV-STALIJE RR CONSTRUCTION PROGRESSES -- Borba, No 194, 16 Aug 49

Preparatory work on the construction of the Lupoglav-Stalije railroad line began in the fall of 1948. Construction itself began in January of 1949. Some small tunnels already have been built.

This 54-kilometer line will link southeastern Istria and the Rasa mine with other parts of Yugoslavia, thus making the routing of coal from Stellje to Rijeka unnecessary, since transportation of coal over the new line will be much cheaper.

Construction of this railroad involved drilling 1,580 msters of tunnols, building two viaducts, over 130 culverts, seven stations, etc.

BRIDGE CONSTRUCTION PROGRESSING -- Borba, No 192, 14 Aug 49

The preparatory work on the bridge over the Sava, near Ostruznica, has been finished. Equipment for the construction of pillars and electric pumps has been built.

WATER TANKERS UNDER CONSTRUCTION AT RIJEKA -- Borba, No 199, 22 Aug 49

Six large special water tankers, the first to be built in Yugoslavia, are near completion at the "Treci Mej" Shippard in Rijeka. The first two will sail in August and the other four will be completed by the end of 1949.

The ships' holds will each contain four large metal reservoirs, into which 300,000 liters of water can be poured by special suction pumps. The water will be poured through special water pipes from the ships to tanks on the islands.

Although the tankers are being built primarily for carrying water, they will also be used for carrying freight during the winter. The reservoirs easily can be removed from the holds, which will then be used for various cargoes.

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Cabine with beds for the crew, running water, and electrical and ventilating equipment are at the atern. Freight storage is at the bow.

Since Istria lacks drinking water, the Ministry for Newly Liberated Areas has allotted it special credits for building and remodeling aqueducts and tanks. About 50 new tanks are being built (20 of these are already finished), and about ten large aqueducts are being rebuilt in Istria.

The ships are intended primarily to supply water to the population of the islands.

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